

San Francisco. Department of
City Planning.

85.58E : 300 Beale Street :
Initial Study

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DEPARTMENT OF CITY PLANNING 450 McALLISTER STREET • SAN FRANCISCO, CALIFORNIA 94102

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NOTICE THAT AN
ENVIRONMENTAL IMPACT REPORT
IS DETERMINED TO BE REQUIRED

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Date of this Notice: February 14, 1986

Lead Agency: City and County of San Francisco, Department of City Planning
450 McAllister Street - 5th Floor, San Francisco, CA 94102

Agency Contact Person: Paul Maltzer

Telephone: (415) 558-5261

Project Title: 85.58E
300 Beale Street

Project Sponsor: Lincoln-Beale

Initial Study

Project Contact Person: Bernard Yosten

Project Address: 300 Beale Street

Assessor's Block(s) and Lot(s): 3747/1. & 1B

City and County: San Francisco

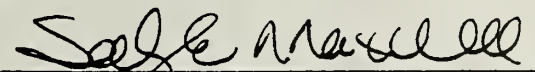
Project Description: Southwest corner of Folsom/Beale; proposed renovation of Coffin-Reddington building into 128,500 g.s.f. office space plus new construction of two 19-story residential structures containing a total of 179,000 g.s.f. residential; 103,000 g.s.f. parking; 4,700 g.s.f. retail; and 16,500 g.s.f. open space.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Deadline for Filing of an Appeal of this Determination to the City Planning Commission: February 24, 1986

An appeal requires: 1) a letter specifying the grounds for the appeal, and;
2) a \$35.00 filing fee.

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for 
BARBARA W. SAHM, Environmental Review Officer

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300 BEALE STREET

INITIAL STUDY

85.58E

February 14, 1986

I. PROJECT DESCRIPTION

Lincoln-Beale, the project sponsor, proposes to develop a mixed use project comprised of residential, office, retail, parking and open space uses on Assessor's Block 3747, Lots 1 and 1B, bounded by Beale, Harrison, Folsom and Fremont Streets (Figure 1, page 2). The project site is located in the Rincon Hill area of San Francisco.

The proposed mixed-use project would be developed in two separate phases. Phase I would involve the renovation and conversion of the Coffin-Reddington building into office space (Figure 2, page 3). Phase II would consist of the construction of two 19-story residential towers each containing 15 stories of residential units above a 4½-story parking structure located on the surface parking lot site (Figure 3, page 4).

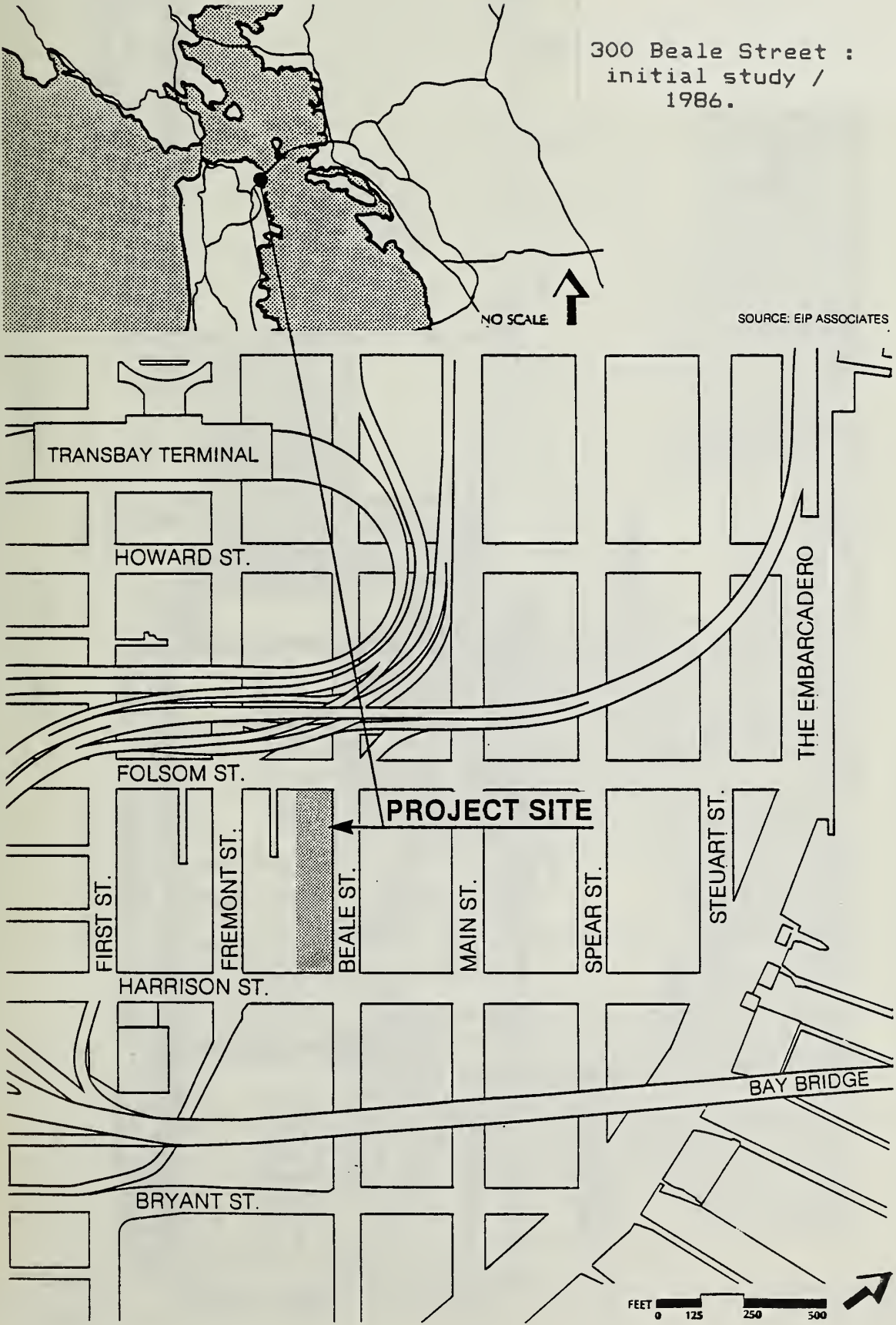
The 75,669-square-foot site currently contains a 121-space, long-term, surface-level parking lot and the Coffin-Reddington building, a former office/warehouse which has been vacant since June 1981.¹ In the first phase the Coffin-Reddington building, a six-story concrete structure would be rehabilitated and converted into office space, containing approximately 128,536 gross square feet. In the second phase the surface parking lot would be the site for the construction of a 19-story structure containing two 15-story towers of residential units above 4½ floors of parking (Figures 2 and 3, pages 3 and 4). One level of parking would be below grade. Combined, the new towers and parking structure would contain 200 dwelling units and 329 parking spaces. There would be about 303,000 gross square feet of developed space. Of this area 178,680 sq.ft. would be residential; 103,209 sq.ft. would be for parking; 16,500 sq.ft. would be open space; and 4,685 sq.ft. would be for retail uses. The residential units would range from 525 sq.ft. to 950 sq.ft. Proposed uses on the site are shown in Table 1, page 5.

The office project would be 66 feet tall, the height of the existing Coffin-Reddington building. The residential tower would be about 150 feet high from Harrison Street (200 feet in height from Beale Street). A landscaped plaza, open to the public, would function

PROJECT LOCATION MAP

FIGURE 1

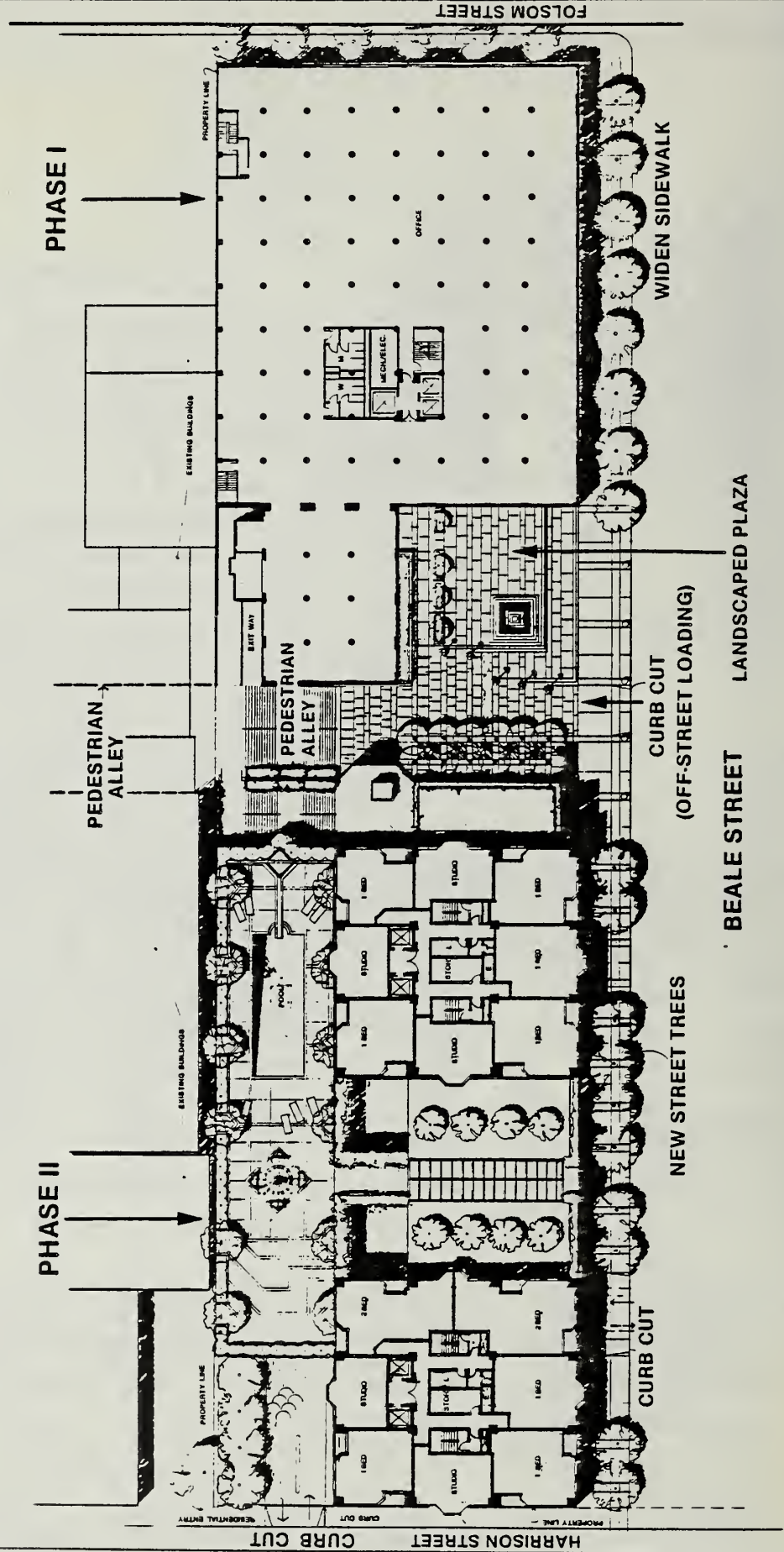
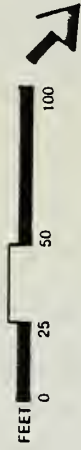
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TYPICAL FLOOR/PLAZA PLAN

FIGURE 2

SOURCE: WHISLER-PATRI



EAST ELEVATION
(BEALE STREET)

FIGURE 3

SOURCE: WHISLER-PATRI

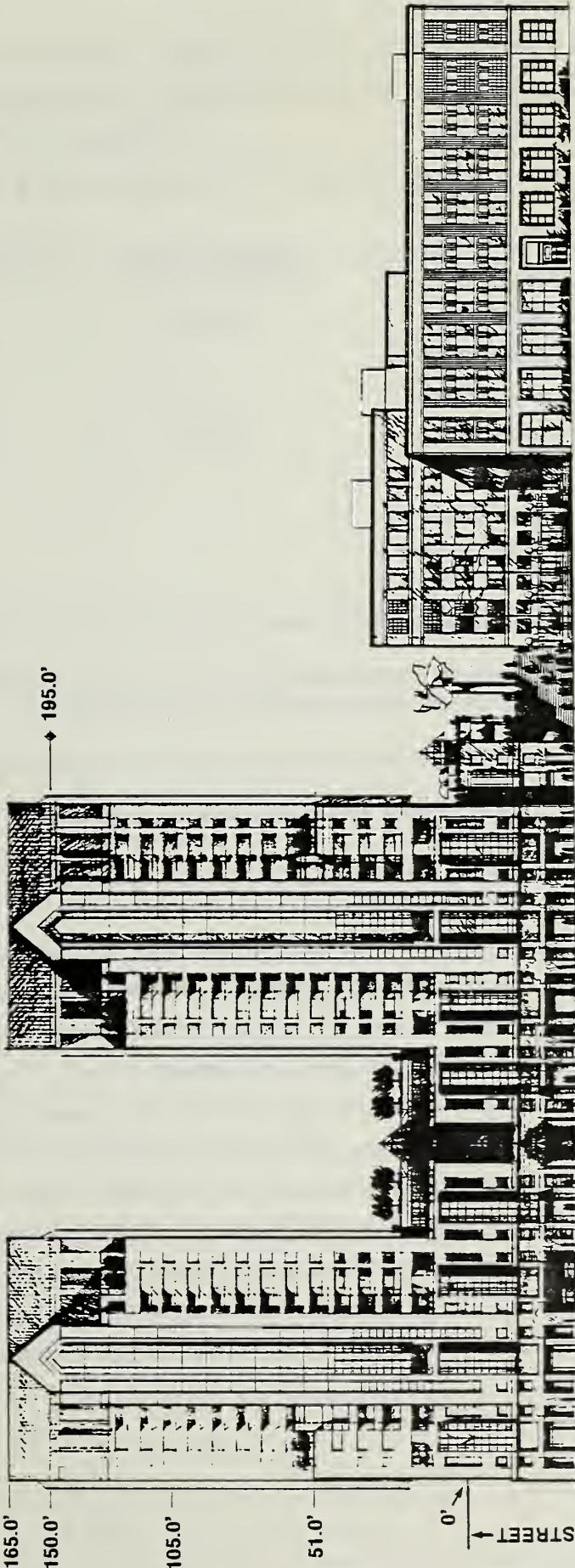


TABLE 1
GROSS SQUARE FOOTAGE OF FLOOR AREA BY TYPE OF USE

<u>Use</u>	<u>Rehabilitation</u>	<u>New Construction</u>	<u>Total</u>
Office (Phase I)	122,588	5,948*	128,536
Residential (Phase II)	--	178,680	178,680
Commercial (Phase II)	--	<u>4,685</u>	<u>4,685</u>
Subtotal**	122,588	189,313	311,901
Open Space (Phase II)	--	16,500	47,069
Parking (Phase II)***	--	103,209	103,209

*Includes additions to first, second and sixth floor of Coffin-Reddington Building.

**Does not include areas exempt from FAR calculations, such as mechanical space, parking and loading, and basement storage, per Planning Code.

***For Phase I the surface lot (site of Phase II) would be resurfaced, providing 129 spaces.

Source: Lincoln-Beale and Whisler-Patri Architects

as the entry to the office building and abut the pedestrian alley, called for by the Rincon Hill Plan, which extends east-west through the site and connects to the residential structure (Figure 2, page 3). Access to the garage would be from Beale Street at ground level and from the fifth level on Harrison Street. The upper portion of the garage would be reserved for residential use, however both residents and nonresidents could enter from Beale or Harrison Street. For Phase I and Phase II, three off-street loading areas would be provided for delivery vehicles off of Beale Street. Two ground-level docks would be located in the south tower of Phase II. The third loading area would be in the through-block alley (see Figure 2) and would primarily serve the Phase I portion of the project.

The project architects are Whisler-Patri of San Francisco.

Estimated cost of construction for both phases is \$19,350,000 (Phase I: \$4,350,000; Phase II: \$15,000,000). It is anticipated that Phase I would take about nine months to complete and Phase II would take about 24 months to complete.

¹Bernard Yosten, Project Manager, Lincoln-Beale, telephone conversation, March 14, 1985.

II. INTRODUCTION

A tiered EIR will be prepared for the proposed 300 Beale Street project pursuant to Sections 21093 and 21094 of the Public Resources Code, California Environmental Quality Act (CEQA). The EIR will be tiered from the Rincon Hill Plan EIR (82.39E, certified July 18, 1985) and will analyze project-specific impacts. The EIR will discuss potentially significant effects that were not examined in the Rincon Hill Plan EIR and will include applicable mitigation measures for site specific effects. Cumulative impacts of the development forecast in the Rincon Hill area are addressed in the Rincon Hill Plan EIR. That cumulative analysis will not be repeated in the EIR for this project. The Rincon Hill Plan EIR may be examined at the Department of City Planning, 450 McAllister Steet; the San Francisco Main Library; and various branch libraries.

Tiered Environmental Impact Report

Where a prior environmental impact report has been prepared and certified for a program, plan, policy or ordinance, the lead agency for a later project that meets the specified requirements is required (as of January 1, 1986) to examine significant effects of the later project upon the environment, with exceptions, by using a tiered report.

Agencies are required to tier EIRs which they prepare for separate but related projects including general plans, zoning changes and development projects, in order to avoid repetitive discussions of the same issues in successive EIRs and ensure that EIRs prepared for later projects which are consistent with a previously approved policy, plan, program, or ordinance concentrate on environmental effects which may be mitigated or avoided in connection with the decision on each later project. Tiering is appropriate when it helps a public agency to focus on the issues ripe for decision at each level of environmental review and in order to exclude duplicative analysis of environmental effects examined in previous environmental impact reports. Environmental impact reports shall be tiered whenever feasible, as determined by the lead agency.

The law directs that where a prior EIR has been prepared and certified as noted above, the lead agency shall examine significant effects of the later project on the environment by using a tiered EIR, except that the report on the later project need not examine those effects which were either mitigated or avoided as a result of the prior EIR, or, examined at a sufficient level of detail in the prior EIR to enable those effects to be mitigated or avoided by site-specific revisions, the imposition of conditions, or by other means in connection with the approval of the later project.

The Initial Study is to assist the lead agency in making the determinations required for tiering.

III. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. POTENTIALLY SIGNIFICANT EFFECTS

The proposed project is examined in this Initial Study to identify potential effects on the environment. The cumulative impacts of growth in the Rincon Hill area were adequately analyzed in the Rincon Hill Plan EIR. That analysis of cumulative impacts remains current and valid and the determination during certification of that EIR regarding significant effects remains unchanged. Some project-specific potential effects have been determined to be potentially significant, and will be analyzed in an environmental impact report (EIR). They include:

- o Land Use
- o Effects of the project on nearby and distant views
- o Employment
- o Transportation, Circulation and Parking
- o Traffic-generated Air Quality
- o Shadows and wind
- o Energy

B. INSIGNIFICANT EFFECTS

The following environmental effects were determined either to be insignificant or to have been mitigated to an insignificant level through measures incorporated into the project design. These require no further study and will not be addressed in the EIR.

Visual Quality: The project would not have a substantial, demonstrable negative aesthetic effect, nor would it produce substantial light or glare (see Mitigation Measure No. 1, page 26).

Population: The proposed project would not displace people (involving either housing or employment). The project would comply with the Office Affordable Housing Production Program ordinance. Cumulative and indirect effects including those of the project are addressed in the Rincon Hill Plan EIR.

Noise: Operation of the project would not perceptibly increase noise levels in the project vicinity. Noise reduction measures would be incorporated into the project to address potential noise impacts during operation.

Air Quality: The project would not expose sensitive receptors to substantial pollutant concentrations or permeate its vicinity with objectionable odors. Construction activities would temporarily increase exhaust emissions, dust and particulates. Mitigation measures regarding construction air quality have been included in the project (see Mitigation Measure No. 2, page 26).

Utilities/Public Services: Increased demand for public services and utilities attributable to the proposed project would not require additional personnel or equipment. The providers of utilities and public services have been contacted and have responded that they have adequate capacity to serve the project. Cumulative and indirect effects including those of the project are addressed in the Rincon Hill Plan EIR.

Biology: The project would have no effect on plant or animal life on-site or in the surrounding area.

Geology/Topography: The project would be constructed under the supervision of California-licensed structural and geotechnical engineers and would comply with all applicable seismic and life safety standards.

Water: The majority of the project site is currently covered with an impervious surface. The project would not degrade water quality of groundwater, or cause flooding, erosion or siltation.

Hazards: The proposed project would not be affected by hazardous uses nor would it cause health hazards. A mitigation measure regarding an evacuation and emergency response plan has been included in the project (see Mitigation Measure No. 3, page 26).

Cultural: The project would not conflict with any recreational, scientific, religious or educational uses. A historic building would be preserved. A mitigation measure has been included should excavation unearth any cultural or historic artifacts (see Mitigation Measure No. 4, page 27).

IV. ENVIRONMENTAL SETTING AND EFFECTS

A. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	<u>Not Applicable</u>	<u>Discussed</u>
1. Discuss any variances, special authorizations, or changes proposed to the City Planning Code or Zoning Map, if applicable.	_____	<u> X </u>
*2. Discuss any conflicts with the Comprehensive Plan of the City and County of San Francisco, if applicable.	_____	<u> X </u>
*3. Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if applicable.	<u> X </u>	_____

On May 27, 1982, the San Francisco City Planning Commission passed Resolution No. 9403, which imposed two-year interim controls on the Rincon Hill Plan area, restricting all new development to comply with the RC-2 (Residential-Commercial Combined, Moderate Density) zoning district. These controls expired on May 27, 1984. On July 26, 1984, the City Planning Commission adopted Resolution No. 10069, which established new one-year interim controls restricting development in the proposed Residential Districts (Midrise and Highrise) of the Rincon Hill Plan to comply with the RC-3 (Residential-Commercial Combined, Medium Density) zoning district. The Commercial/Industrial district of the Rincon Hill Plan, which includes the Phase I office site, was exempt from these interim controls. The permanent controls, signed by the Mayor on December 4, 1985, effective January 6, 1986 (CPC Resolution No. 10468), replaced the more restrictive RC-3 zoning with RC-4 (High Density).

The Phase I office site is zoned M-1, Light Industrial. Professional and business offices are permitted as principal uses. The basic Floor Area Ratio (FAR) in an M-1 district is 5.0:1, meaning that the total gross floor area may be five times the area of the site. The Phase I site is in a 200-R Height and Bulk district which allows a maximum building height of 200 feet. Between 51 and 105 feet the maximum allowable building length and diagonal dimension is 200 feet. Above 105 feet the maximum length allowed is 110 feet and the maximum diagonal dimension is 125 feet. Floor area limits also apply within the 51-105 foot and over 105-foot ranges.

*Derived from State EIR Guidelines, Appendix G, normally significant effect.

The Phase II residential site is subject to RC-4 zoning, as noted above, and is in a 150-R Height and Bulk district. Floor area ratios and density limitations do not apply. A maximum building height of 150 feet is allowed. Bulk requirements in an "R" bulk district are explained above. Section 270(c)(4) stipulates a 150-foot distance between structures in height districts above 105 feet.

The project would be consistent with the Rincon Hill Plan (with allowable exception noted below) and the zoning for the site, and thus would meet this requirement for a tiered EIR. The project would require an exception to Section 270(c)(4) of the Planning Code regarding separation of towers. Such an exception is allowable pursuant to Section 303 of the Code.

The project's relationship to the Rincon Hill Plan, Planning Code and Master Plan will be discussed in the EIR.

The project would not conflict with adopted environmental plans or goals.

B. ENVIRONMENTAL EFFECTS - Could the project:

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
1. <u>Land Use</u>			
*a. Disrupt or divide the physical arrangement of an established community?	<u> </u>	<u> X </u>	<u> </u>
b. Have any substantial impact upon the existing character of the vicinity?	<u> X </u>	<u> </u>	<u> X </u>

Existing land uses in the project vicinity (within 1-3 blocks) are primarily light industrial, office/commercial and surface parking lots. Land uses on the project block include parking, manufacturing, commercial/office uses and the Apostleship of the Sea, a temporary room and board facility for sailors. The nearest permanent residential uses are two blocks to the west of the project site on Guy Place. Rincon Hill is encircled by the Bay Bridge and the Embarcadero Freeway. There is an on-ramp to the Embarcadero Freeway at Folsom and Beale and elevated portions of the freeway run parallel to Folsom Street across the street from the project site. Parking lots are located under many of the freeway elevations; parking is a major land use in this area.

*Derived from State EIR Guidelines, Appendix G, normally significant effect.

Both phases of the project would continue the recent trend of diversification of land uses from light industrial to residential, office and retail. A land use change resulting from Phase I would be the conversion of vacant office/warehouse space to office. Phase II would introduce residential, retail and open space uses. Land use impacts upon the existing character of the vicinity will be discussed in the EIR.

2. <u>Visual Quality</u>	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a. Have a substantial, demonstrable negative aesthetic effect?	—	<u>X</u>	<u>X</u>
b. Substantially degrade or obstruct any scenic view or vista now observed from public areas?	<u>X</u>	—	<u>X</u>
c. Generate obtrusive light or glare substantially impacting other properties?	—	<u>X</u>	<u>X</u>

The Rincon Hill area is generally dominated by lowrise industrial buildings that range from two to six floors. The Union 76 tower, Sailor's Union of the Pacific and the Hills Brothers tower and painted wall sign are notable exceptions. The multiple levels of the freeway ramps and the approach to the Bay Bridge encircling Rincon Hill make it a visually distinctive district from a bird's eye view although existing structures are generally not visible beyond the immediate vicinity. Views from the project site include Financial District highrises, the Bay Bridge, Treasure Island and parts of the East Bay and intervening buildings and freeway ramps. The proposed project would affect views to and from the City and this will be discussed in the EIR.

The proposed Phase I office project would convert the vacant Coffin-Reddington building to office use. Rehabilitation would improve the appearance of the building which is currently boarded-up and in need of paint. Sidewalks and pedestrian walkways and plazas, landscaping and street trees and lighting would be installed in and around the site which would contribute to a positive aesthetic effect.

The project would not use mirrored, reflective or densely tinted glass and would not generate obtrusive light or glare.

*Derived from State EIR Guidelines, Appendix G, normally significant effect.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
3. <u>Population</u>			
*a. Induce substantial growth or concentration of population?	<u>X</u>	<u> </u>	<u>X</u>
*b. Displace a large number of people (involving either housing or employment)?	<u> </u>	<u>X</u>	<u>X</u>
c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	<u> </u>	<u>X</u>	<u>X</u>

The Phase I office project would generate about 467 employees (one per 275 square feet of office space). At full buildout, the Phase II residential/parking/retail portion would be expected to house from 200-400 residents (200 units, 1-3 person household), and produce retail/parking jobs for approximately 33 people (retail: one per 350 square feet; parking: one per 5,100 square feet). Because the site is currently vacant, no people would be displaced and no residences would be demolished. Project-specific employment information regarding number and type of employees on site will be discussed in the EIR.

The project would generate a demand for 50 dwelling units according to the Office Affordable Housing Production Program formula. The project must comply with the OAHPP, Ordinance No. 358-85. Cumulative and indirect effects including those of this project are addressed, and may be found in the Rincon Hill Plan EIR. That analysis will not be repeated in the 300 Beale Street EIR.

The Rincon Hill Plan EIR concluded that population effects resulting from development in the Rincon Hill Area under the Rincon Hill Plan would not be significant. The analysis and conclusions of the Rincon Hill Plan EIR remain current regarding future and project conditions. The Rincon Hill Plan EIR (82.39E, Final EIR certified July 18, 1985) may be examined at the Department of City Planning, 450 McAllister Street, 6th Floor; the San Francisco Main Library and various branch libraries.

*Derived from State EIR Guidelines, Appendix G, normally significant effect.

4. Transportation/Circulation

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	<u> </u>	<u>X**</u>	<u> X </u>
b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	<u> </u>	<u>X**</u>	<u> X </u>
c. Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	<u> </u>	<u>X**</u>	<u> </u>
d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	<u> </u>	<u> X </u>	<u> X </u>

**The site-specific impacts created by this project are not expected to be significant, as noted in the discussion below. However, the localized effects of the project will be discussed in the EIR.

Increased employment and added residential traffic at the site would increase demand on existing transportation systems, including effects on the existing traffic load and capacity of the street system. The number of pedestrians in the area would also increase. The project would not cause alterations to existing circulation patterns. A 121-space surface parking lot would be replaced by a 329-space parking garage that would serve residents, employees and others. Project-related transportation impacts will be discussed in the EIR.

The cumulative transportation effects of development in the Rincon Hill Plan area and C-3 districts including the project, are analyzed in the Rincon Hill Plan EIR. The Planning Commission in certifying the Rincon Hill Plan EIR determined that cumulative transportation impacts would have a significant impact if not mitigated. The cumulative analysis in the Rincon Hill Plan EIR regarding transportation will be incorporated by reference into the 300 Beale Street EIR, and the project effects in relation to cumulative impacts will be discussed. The analysis in the Rincon Hill Plan EIR remains current regarding future and project conditions.

*Derived from State EIR Guidelines, Appendix G, normally significant effect.

5. Noise

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a. Increase substantially the ambient noise levels for adjoining areas?	___	<u>X</u>	<u>X</u>
b. Violate Title 25 Noise Insulation Standards if applicable?	___	<u>X</u>	<u>X</u>
c. Be substantially impacted by existing noise levels?	___	<u>X</u>	<u>X</u>

A report on noise has been prepared for 300 Beale Street by an independent consultant and is available for public review at the Department of City Planning, Office of Environmental Review, 450 McAllister Street, San Francisco. The results of the analysis are summarized below.

The project site is exposed to noise emanating from surface streets (primarily Harrison Street and to a lesser extent, from Beale Street and Folsom Street) and two elevated freeways, the I-80 Bay Bridge approach and State Highway 480, The Embarcadero Freeway. A series of noise measurements were made to determine the variation in noise level across the site both horizontally and vertically. Noise measurements were made along Beale Street to determine the noise exposure outside of the proposed residential units and offices facing Beale Street at street level. A noise measurement was made on Harrison Street to determine the noise exposure of the proposed residential units at grade with Harrison Street and a noise measurement was made on the sixth floor of the Apostleship of the Sea building at Harrison and Fremont to determine the noise exposure of the upper floors of the residential tower that would be exposed primarily to noise emanating from the elevated freeways. The noise level outside of the tower located adjacent to Harrison Street would be dominated by Harrison Street traffic noise for those units very close to Harrison Street and by Bay Bridge traffic noise for the upper floors. Noise levels outside of the north facade of the northerly tower would be dominated by noise emanating from the Embarcadero skyway. Noise levels outside of the lower floors facing Beale Street side would be dominated by Beale Street traffic noise. The west facades of the towers and of the office building would be dominated by noise emanating from both the Embarcadero skyway and the Bay Bridge. The existing noise level at the location of the proposed residential towers and the office building varies from an L_{dn} of 65 to 70 dB.^{1,2}

*Derived from State EIR Guidelines, Appendix G, normally significant effect.

Phase I project construction would take place over about 9 months (Phase II, 24 months), and would increase noise levels in surrounding areas. Construction noise levels would fluctuate depending on construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers between noise source and listener. Phase II of proposed project would require the driving of piles. Construction noise impacts of the proposed project will be discussed in the EIR.

Project Operation

Project operation would not result in noise levels greater than those presently existing in the area. The amount of traffic generated by the project during any hour of the day, and cumulative traffic increases at the time of project completion, would cause traffic noise levels to increase by one dBA or less. To produce a noticeable increase in environmental noise, a doubling of existing traffic volume would be required; traffic increases of this magnitude would not occur with anticipated cumulative development including the project.³

The project would be required to comply with the San Francisco Noise Ordinance, San Francisco Police Code Section 2909, "Fixed Source Noise Levels," which regulate mechanical equipment noise. The project site and surrounding area are zoned M-1. In this district, the Ordinance limits equipment noise levels at the property line to 60 dBA between 7 a.m. and 10 p.m. and 55 dBA between 10 p.m. and 7 a.m. During lulls in traffic, mechanical equipment generating 70 dBA could dominate the noise environment at the site. The project engineer and architect would include design features in the building to limit mechanical equipment noise levels to below 60 dBA.

The Environmental Protection Element of the Comprehensive Plan contains guidelines for determining the compatibility of land uses with various noise environments. For noise levels of 70 dBA and above, the guidelines recommend that new office construction be undertaken only after a detailed noise analysis, and that new residential land uses exposed to a noise level between an L_{dn} of 65 and 70 dB should generally be discouraged. Residential construction should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design.

The Phase II residential towers would be subject to Title 25 of the California Administrative Code, which provides standards for maximum interior noise levels in residential units located in areas with an ambient noise level of 60 dBA or more. The State has determined that any multi-family residential project located where the exterior L_{dn} exceeds 60 dB must be designed such that the interior noise level does not exceed an L_{dn} of 45 dB. Title 25 Noise Insulation Standards would ensure that indoor noise levels would be low enough to safeguard the health of residents.

The Standard further requires that where projects are located in a noise environment in excess of an L_{dn} of 60 dB, an acoustical analysis shall be provided by a competent acoustical engineer showing how the interior standards will be met. The project sponsor would supply an acoustical analysis to the City showing how the State required interior noise level of an L_{dn} of 45 dB would be provided in the residential towers. The proposed project would comply with applicable City and state noise standards. Recommended noise insulation features would be included in the design of the proposed project as necessary to reduce noise levels. Mechanical ventilation would be required if the windows had to remain closed because of excessive noise levels. Operational noise will not be discussed in the EIR.

¹Noise measurements were taken in March 1985 for a continuous 24-hour period by Charles M. Salter Associates. Measurement locations were made on Beale Street, Harrison Street and on the sixth floor of the Apostleship of the Sea on Harrison and Fremont Streets.

² L_{dn} : An average sound level measurement, based on human reaction to cumulative noise exposure over a 24-hour period, which takes into account the greater annoyance of nighttime noises. Noise between 10 p.m. and 7 a.m. is weighted 10 dBA higher than daytime noise.

Decibel (db) A logarithmic unit of sound energy intensity. Sound waves, traveling outward from a source, exert a force known as sound pressure level (commonly called "sound level") measured in decibels.

dBA Decibel corrected for the variation in frequency response to the typical human ear at commonly encountered noise levels.

³See Downtown Plan EIR, Section IV.E generally and Section IV.J., pages IV.J.8-18. Increases of 1 dBA or less in environmental noise are not noticeable by most people outside a laboratory situation (National Academy of Sciences, Highway Research Board,

Rsch Report No. 117, 1971). (See FHWA Highway Traffic Noise Prediction Model, Rpt #FHWA-RD-77-108, December 1978, page 8, regarding doubling of traffic volumes producing increase of 3 dBA or more, which are noticed by most people.)

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
6. <u>Air Quality/Climate</u>			
*a. Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	<u>X</u>	—	<u>X</u>
*b. Expose sensitive receptors to substantial pollutant concentrations?	—	<u>X</u>	—
c. Permeate its vicinity with objectionable odors?	—	<u>X</u>	—
d. Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	<u>X</u>	—	<u>X</u>

Construction activities would temporarily affect local air quality. Excavation, grading and construction activities would affect local air quality, especially total suspended particulates (TSP). An effective watering program (complete coverage twice daily) can reduce dust generation by about 50%. For the Phase II project the project sponsor would require the contractor to implement a program to water the site at least twice a day, which would reduce airborne construction dust and particulates by about 50% and reduce the likelihood of exceeding the state and federal standards (see Mitigation Measure No. 2, page 26).

Diesel-powered equipment would emit, in decreasing order by weight, nitrogen oxides, carbon monoxide, sulfur oxides, hydrocarbons, and particulates. This would increase local concentrations temporarily but would not be expected to increase the frequency of exceedances of air quality standards. The project sponsor would require the project contractor to maintain and operate construction equipment in such a way as to minimize exhaust emissions (see Mitigation Measure No. 2, page 26). Construction air quality effects require no further analysis.

*Derived from State EIR Guidelines, Appendix G, normally significant effect.

The cumulative effects on air quality of traffic emissions from traffic generated by development under the Rincon Hill Plan including the project are analyzed in the Rincon Hill Plan EIR. The Planning Commission in certifying the Rincon Hill Plan EIR determined that cumulative air quality impacts would have a significant impact. The cumulative analysis in the Rincon Hill Plan EIR regarding air quality will be incorporated by reference and the project effect in relation to cumulative effects will be discussed. The analysis and conclusions of the Rincon Hill Plan EIR remain current regarding future and project conditions.

Section 249.1(b)(3) of the Planning Code establishes comfort criteria of 11 m.p.h. equivalent wind speed for pedestrian areas and 7 m.p.h. for seating areas, not to be exceeded more than 10% of the time, year-round between 7:00 a.m. and 6 p.m. In order to determine the wind effects of the project and its compliance with the Rincon Hill Plan, wind tunnel tests were performed.¹ The analysis of project wind effects will be summarized in the EIR.

Shadow impacts of the proposed project will be discussed in the EIR.

¹The wind tunnel analysis was prepared by Don Ballanti, Consulting Meteorologist for EIP Associates, and is on file and available for public review at the Office of Environmental Review, 450 McAllister Street, 6th Floor.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
7. <u>Utilities/Public Services</u>			
*a. Breach published national, state or local standards relating to solid waste or litter control?	<u>—</u>	<u>X</u>	<u>X</u>
*b. Extend a sewer trunk line with capacity to serve new development?	<u>—</u>	<u>X</u>	<u>X</u>
c. Substantially increase demand for schools, recreation or other public facilities?	<u>—</u>	<u>X</u>	<u>X</u>
d. Require major expansion of power, water, or communications facilities?	<u>—</u>	<u>X</u>	<u>X</u>

*Derived from State EIR Guidelines, Appendix G, normally significant effect.

The proposed project would increase demand for and use of public services and utilities on the site, but not in excess of amounts expected and provided for in the project area. The providers of utilities and public services have been contacted and have responded that they have adequate capacity to serve the project and would not require additional personnel or equipment. Letters from these service providers are available for public review at the Department of City Planning, Office of Environmental Review, 450 McAllister Street, 6th Floor.

The Rincon Hill Plan EIR concluded that demand for utilities and public services resulting from development in the subject area under the Rincon Hill Plan would not be significant. The Rincon Hill Plan EIR (82.39E, Final EIR certified July 18, 1985) may be examined at the Department of City Planning, 450 McAllister St., 6th Floor; the San Francisco Main Library and various branch libraries.

No further discussion of utilities/public services is necessary.

8. <u>Biology</u>	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a. Substantially affect a rare or endangered species of animal or plant, or the habitat of the species?	—	<u>X</u>	<u>X</u>
*b. Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	—	<u>X</u>	—
c. Require removal of substantial numbers of mature, scenic trees?	—	<u>X</u>	<u>X</u>

The majority of the project site is covered by pavement for parking and by an existing building. There are no rare or endangered species of plant or animal habitats on site. Two small trees located in the extreme southwestern corner of the site would be removed. The proposed project would include street trees planted along Folsom and Beale Streets and throughout the open space portion of the site. Biology will not be discussed in the EIR.

*Derived from State EIR Guidelines, Appendix G, normally significant effect.

9. <u>Geology/Topography</u>	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a. Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	<u> </u>	<u> X </u>	<u> X </u>
b. Change substantially the topography or any unique geologic or physical features of the site?	<u> </u>	<u> X </u>	<u> X </u>

The site abuts an existing overpass structure (Harrison Street) and backs against a steep slope to the southwest. From the toe of this slope the rest of the site slopes from +12 ft., San Francisco City Datum (SFD) to about +6 ft. along the south-north direction.¹ Soils at the site are composed of relatively uniform, dense, clayey sand overlying bedrock.² Groundwater levels were encountered at about 22 feet, 15 feet, and 6 inches.³ The latter is believed to be a localized perched water table.

Excavation for the project foundation and parking garage would be conducted to a depth of about 16 feet. A spread footing foundation is recommended in the area of the site where bedrock is exposed or shallow from basement construction. Phase II of the project would require some piledriving where bedrock is deep.

If dewatering were necessary, any groundwater pumped from the site would be retained in a holding tank to allow suspended particles to settle, if this is found necessary by the Industrial Waste Division of the Department of Public Works, to reduce the amount of sediment entering the storm drain/sewer lines. Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the soils report would contain a determination as to whether or not a lateral and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Public Works would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring. Groundwater observation wells would be installed to monitor the level of the water table and other instruments would be used to monitor potential

*Derived from State EIR Guidelines, Appendix G, normally significant effect.

settlement and subsidence. If, in the judgment of the Special Inspector, unacceptable subsidence were to occur during construction, groundwater recharge would be used to halt this settlement. The project sponsor would delay construction if necessary. Costs for the survey and any necessary repairs to service under the street would be borne by the project sponsor.

A California-licensed structural engineer and a geotechnical consultant have been retained for the project. The project sponsor would follow the engineer's recommendations during the final design and construction of the project.

Pit walls would be shored up to prevent lateral movement during excavation. Adjacent structures might need to be underpinned, should excavation go below the base of their foundations, to avoid such damage as cracking of walls or foundations or sagging of floors. The building contractor must comply with the San Francisco Building Code and the Excavation Standards of the California Occupational Safety and Health Agency.

The closest active faults to San Francisco are the San Andreas Fault, about 9 miles southwest of Downtown, and the Hayward and Calaveras Faults, about 15 and 30 miles east of Downtown, respectively. The project area would experience strong (Intensity Level D, general but not universal fall of brick chimneys, cracks in masonry and brick work) groundshaking during a major earthquake.⁴ The project would rehabilitate a building on the site built prior to current seismic code standards, and therefore generally more susceptible to earthquake damage. Both the rehabilitation and the new construction would be required to meet current seismic engineering standards of the San Francisco Building Code.

Geology/topography will not be discussed in the EIR.

¹San Francisco City Datum establishes the City's "0" point for surveying purposes at approximately 8.6 feet above mean sea level.

²Geo-Resource Consultants, Preliminary Foundation Investigation, 330 Beale Street, April 4, 1985.

J. Schlocker, Geology of San Francisco North Quadrangle, California, U.S. Geological Survey Professional Paper 782, U.S. Government Printing Office, Washington, D.C., 1974, plate 1 (scale 1:24,000).

*Derived from State EIR Guidelines, Appendix G, normally significant effect.

³Geo-Resource Consultants, op. cit.

⁴URS/John A. Blume and Associates, San Francisco Seismic Safety Investigation, 1974. Groundshaking intensities that would result from a major earthquake were projected and classified on a five-point scale ranging from E (Weak) through A (Very Violent).

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
10. <u>Water</u>			
*a. Substantially degrade water quality, or contaminate a public water supply?	—	<u>X</u>	—
*b. Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?	—	<u>X</u>	—
*c. Cause substantial flooding, erosion or siltation?	—	<u>X</u>	<u>X</u>

There is no surface water at the site. The site is covered by a paved parking lot and an existing building. Runoff would continue to drain into the combined City storm/sewer system. Measures to reduce potential impacts due to dewatering which might be required by the Department of Public Works, have been included in the proposed project (see Geology/Topography above). Water issues will not be discussed in the EIR.

11. Energy/Natural Resources

*a. Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	—	<u>X</u>	<u>X</u>
b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	—	<u>X</u>	<u>X</u>

Projections of electrical use for growth that would occur under the Downtown Plan EIR indicate an increase of about 330-350 million kWh per year between 1984 and 2000, as a result of all new development occurring in the C-3 district. Natural gas consumption is expected to increase by 470 million cubic feet (about five million therms) per year during the same time period, of which 210 cubic feet (about two million therms) per year would be for office uses. The project would consume about 3.0 million kWh and about 208,000 therms per year. The project's energy consumption would be in addition to C-3 totals.

*Derived from State EIR Guidelines, Appendix G, normally significant effect.

Increased San Francisco energy demands to the year 2000 would be met by PG&E from nuclear sources, oil and gas facilities, hydroelectric and geothermal facilities, and other sources such as cogeneration wind and imports. PG&E plans to continue receiving most of its natural gas from Canada and Texas under long-term contracts.

The proposed project would not encourage activities that would result in the wasteful use of energy or have a substantial effect on natural resources. Operational and transportation-related energy use will however, be discussed in the EIR.

12. <u>Hazards</u>	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a. Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	___	<u>X</u>	___
*b. Interfere with emergency response plans or emergency evacuation plans?	___	<u>X</u>	<u>X</u>
c. Create a potentially substantial fire hazard?	___	<u>X</u>	<u>X</u>

The project would not create a potential public health hazard through the production or disposal of harmful materials. The proposed project would comply with current fire and building code standards. In order to ensure that the project would not interfere with any emergency response or emergency evacuation plans of the City, the project sponsor has included a mitigation measure (see Mitigation Measure No. 3, page 26) as part of the project.

Hazards require no further discussion in the EIR.

*Derived from State EIR Guidelines, Appendix G, normally significant effect.

13. Cultural

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*a. Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community, ethnic or social group; or a paleontological site except as a part of a scientific study?	—	<u>X</u>	<u>X</u>
b. Conflict with established recreational, educational, religious or scientific uses of the area?	—	<u>X</u>	—
c. Conflict with the preservation of buildings subject to the provisions of Article 10 or (proposed) Article 11 of the City Planning Code?	—	<u>X</u>	<u>X</u>

The excavation required for foundations and garage would occur in existing disturbed soils so there would be limited potential for encountering cultural resources during construction. No prehistoric archaeological sites have been recorded within the area, although within two miles a shell mound was discovered in 1929 and a human burial disinterred in 1970.¹ The project sponsor has included a mitigation measure as part of the project which addresses the potential for encountering cultural or historic resources (see Mitigation Measure No. 4, page 27).

The Coffin-Reddington building was erected in 1937. It is earmarked for preservation by the Rincon Hill Plan and would be retained. Cultural resources will not be discussed in the EIR.

¹San Francisco Department of City Planning, The Rincon Hill Plan EIR, 82.39E, June 22, 1984.

C. OTHER

Require approval of permits from City Departments other than Department of City Planning or Bureau of Building Inspection or from Regional, State or Federal Agencies?

— X —

*Derived from State EIR Guidelines, Appendix G, normally significant effect.

	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>Discussed</u>
D. MITIGATION MEASURES				
1. If any significant effects have been identified, are there ways to mitigate them?	<u>X</u>	<u> </u>	<u> </u>	<u>X</u>
2. Are all mitigation measures identified above included in the project?	<u>X</u>	<u> </u>	<u> </u>	<u>X</u>

MITIGATION MEASURES INCLUDED AS PART OF THE PROJECT:

1. In order to reduce obtrusive light or glare, the project sponsor would use no mirrored glass on the building.
2. The project sponsor would require the general contractor to sprinkle demolition sites with water continually during demolitoin activity; sprinkle unpaved construction areas with water at least twice per day to reduce dust generation by about 50%; cover stockpiles of soil, sand, and other such material; cover trucks hauling debris, soil, sand, or other such material; and sweep streets surrounding demolition and construction sites at least once a day to reduce TSP emissions. The project sponsor would require the general contractor to maintain and operate construction equipment so as to minimize exhaust emissions of TSP and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs (to reduce emissions) for equipment that would be in frequent use for much of a construction period.
3. An evacuation and emergency response plan would be developed by the project sponsor or building management staff, in consultation with the Mayor's Office of Emergency Services, to ensure coordination between the City's emergency planning activities and the project's plan and to provide for building occupants in the event of an emergency. The project plan would be reviewed by the Office of Emergency Services and implemented by building management insofar as feasible before issuance by the Department of Public Works of final building permits.

4. Should evidence of cultural or historic artifacts of significance be found during project excavation, the Environmental Review Officer (ERO) and the President of the Landmarks Preservation Advisory Board would be notified immediately, and any excavation which could damage such artifacts halted. The project sponsor would select an archaeologist or other expert to help the Office of Environmental Review determine the significance of the find and whether feasible measures, including appropriate security measures, could be implemented to preserve or recover such artifacts. The ERO would then recommend specific mitigation measures, if necessary.

Copies of reports prepared according to this mitigation measure would be sent to the California Archaeological Site Survey Office at Sonoma State University. Excavation or construction that might damage the discovered cultural resources would be suspended for a maximum of four weeks (cumulatively for all instances that the ERO has required a delay in excavation or for construction) to permit inspection, recommendation and retrieval, if appropriate.

Additional mitigation measures for the project will be discussed if need is identified.

E. MANDATORY FINDINGS OF SIGNIFICANCE	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	___	<u>X</u>	___
*2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	___	<u>X</u>	___
*3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	<u>X</u>	___	<u>X</u>

*Derived from State EIR Guidelines, Appendix G, normally significant effect.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?	—	<u>X</u>	—
*5. Is there a serious public controversy concerning the possible environmental effect of the project?	—	<u>X</u>	—

The project would contribute to cumulative effects in the areas of transportation and air quality. The EIR will incorporate by reference the analyses for air quality and transportation contained in the Rincon Plan EIR. Those analyses remain current for future and project conditions.

F. DETERMINATION THAT A TIERED EIR IS REQUIRED

In light of the discussion in this Initial Study a tiered EIR is required for this project pursuant to the requirements of Public Resources Code Section 21094(b) as follows:

1. The project would be consistent with the Rincon Hill Plan, policies and ordinances for which a Final EIR (82.39E) was certified July 18, 1985;
2. The project would be consistent with applicable local land use plans and zoning pursuant to the Rincon Hill Plan and Planning Code, with allowable exceptions; and,
3. Section 21166 does not apply.

G. ON THE BASIS OF THIS INITIAL STUDY:

— I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

— I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers __, in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

X I find that the proposed project MAY have a significant effect on the environment, and a tiered ENVIRONMENTAL IMPACT REPORT is required.

Barbara W. Sahm
BARBARA W. SAHM
Environmental Review Officer

for

Dean L. Macris
Director of Planning

Date: Feb. 11, 1986

*Derived from State EIR Guidelines, Appendix G, normally significant effect.

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